

PHOTOGRAPHIC INTERPRETATION REPORT



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SOUTHEAST ASIA
ACTIVITY REPORT**

**SELECTED TRANSPORTATION
AND INFILTRATION
COMPENDIUM
12 JANUARY - 1 FEBRUARY 1967**

NPIC/R-20/67
FEBRUARY 1967

SUMMARY NO 35

WARNING

This document contains information affecting the national defense of the United States, within the meaning of Title 18, sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law.

PREFACE

This report is a summary of selected information on transportation and infiltration activity in Southeast Asia, primarily the Laotian Panhandle, as reported by NPIC during the period indicated on the cover. For a comprehensive study of road development in this area prior to 1 April 1966 see NPIC R-110/66, Communist Road Net Development in the Laotian Panhandle (CONFIDENTIAL/No Foreign Dissem [REDACTED])

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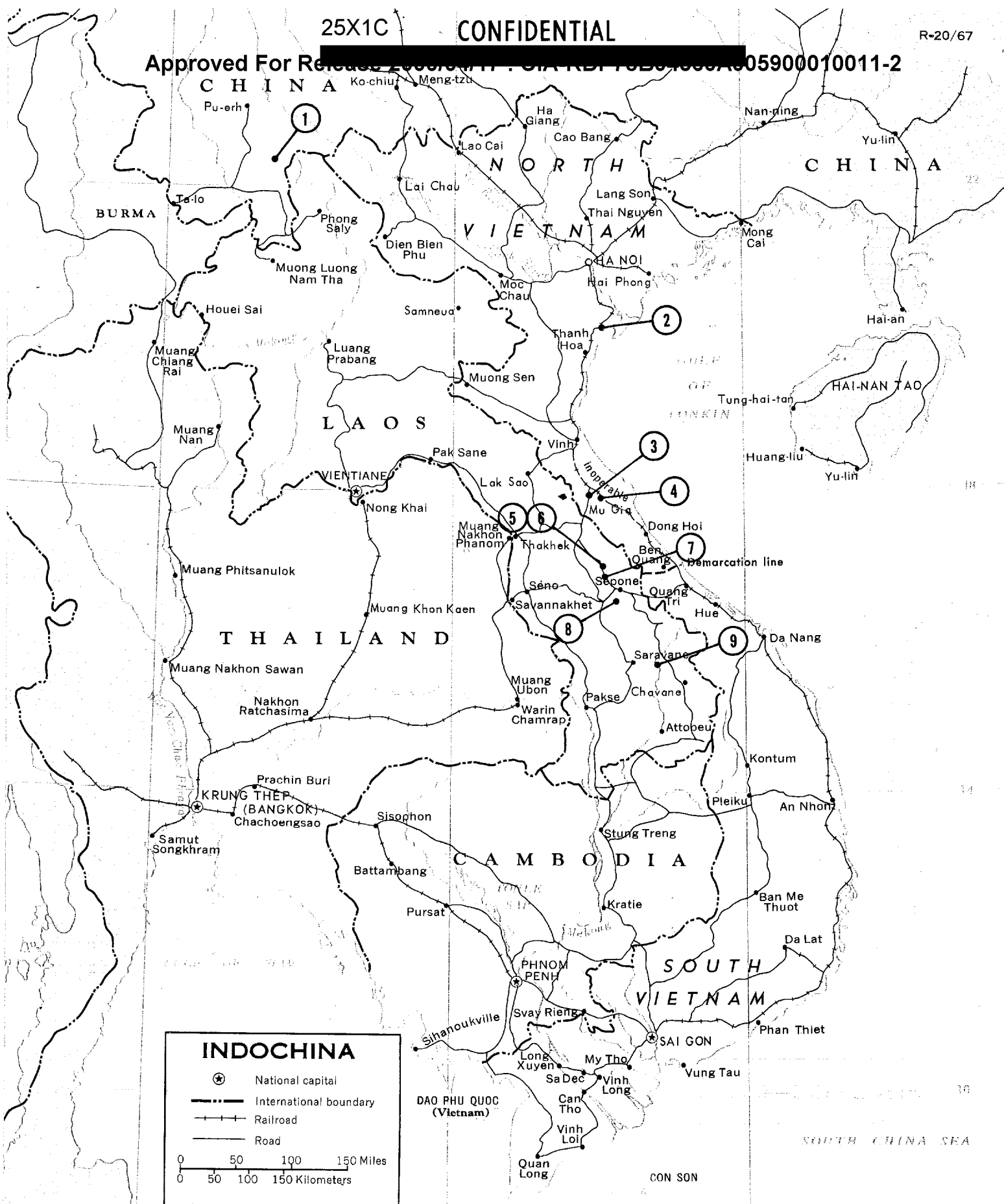
Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC, unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

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1. Previously Unreported Road, Yunnan Province, China

A previously unreported road extends south toward Laos from the road that connects the Chinese cities of Ssu-mao (22-47N 105-58E) and Chiang-ch'eng (22-35N 101-50E). The road extends from 22-34N 101-39E southwest to 22-28N 101-32E, then southeast to its terminus at 22-25N 101-35E, 4.2 nm from the Laos border. Six construction camps with a total of 33 buildings are located along the road from 22-28N 101-32E to the terminus (Figure 1). The road has apparently been recently improved, but it terminates abruptly with no visible evidence of further extension. If the road is extended, it could be connected with a road under construction extending north from Boun Neua, Laos.

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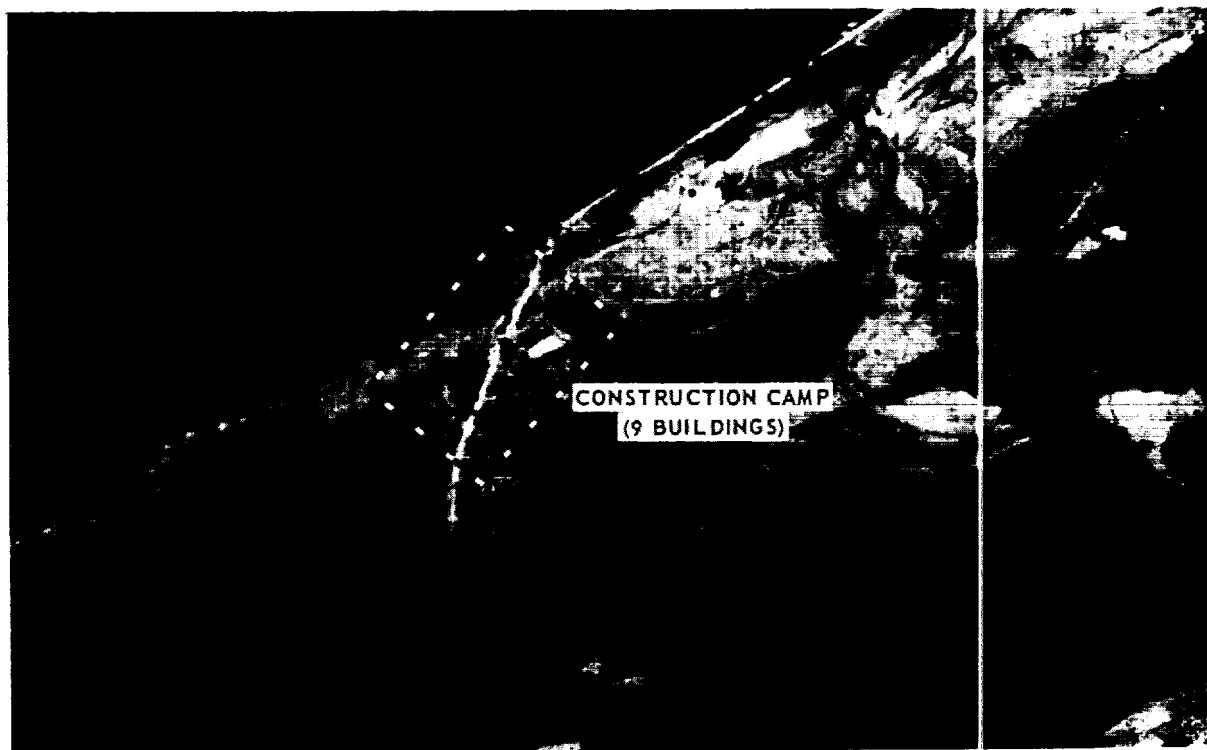


FIGURE 1. CONSTRUCTION CAMP, TERMINUS OF UNNUMBERED ROAD, YUNNAN PROVINCE, CHINA

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CHINA

CHIANG-CH'ENG

(APPROXIMATE ALIGNMENT)

PREVIOUSLY
UNREPORTED ROAD

LAOS

OU NEUA

JOG (A) SERIES 1501

SHEET NF 47-8

1ST EDITION NOV 65

SCALE 1:250,000

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2. Pontoon Railroad Bridge, Ninh Binh Area, North Vietnam

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A pontoon railroad bridge, located at UTM XH031404 west of the destroyed Ninh Binh Railroad and Highway Bridge over the Song Day [REDACTED], is serviceable except for a removed center section allowing river traffic to pass (Figure 2). The railroad by-pass around the destroyed bridge is serviceable, and the multispan by-pass bridge at UTM XH038399 has a lift span. The railroad ferry slips adjacent to and east of the destroyed bridge are serviceable, although the 135-foot-long railroad ferry has been removed from the area. These multiple railroad river crossings are representative of a strategy observed throughout North Vietnam.

Approximately 22 pieces of rolling stock are on the access spur to the pontoon bridge and on an adjacent rail siding in the vicinity of UTM VH028397. Two steam locomotives are on a deadend siding at UTM XH027396. At least three through tracks are serviceable in the Ninh Binh Railroad Yard, which contains approximately 45 pieces of rolling stock. Segments of the partially destroyed tracks are used for storage.

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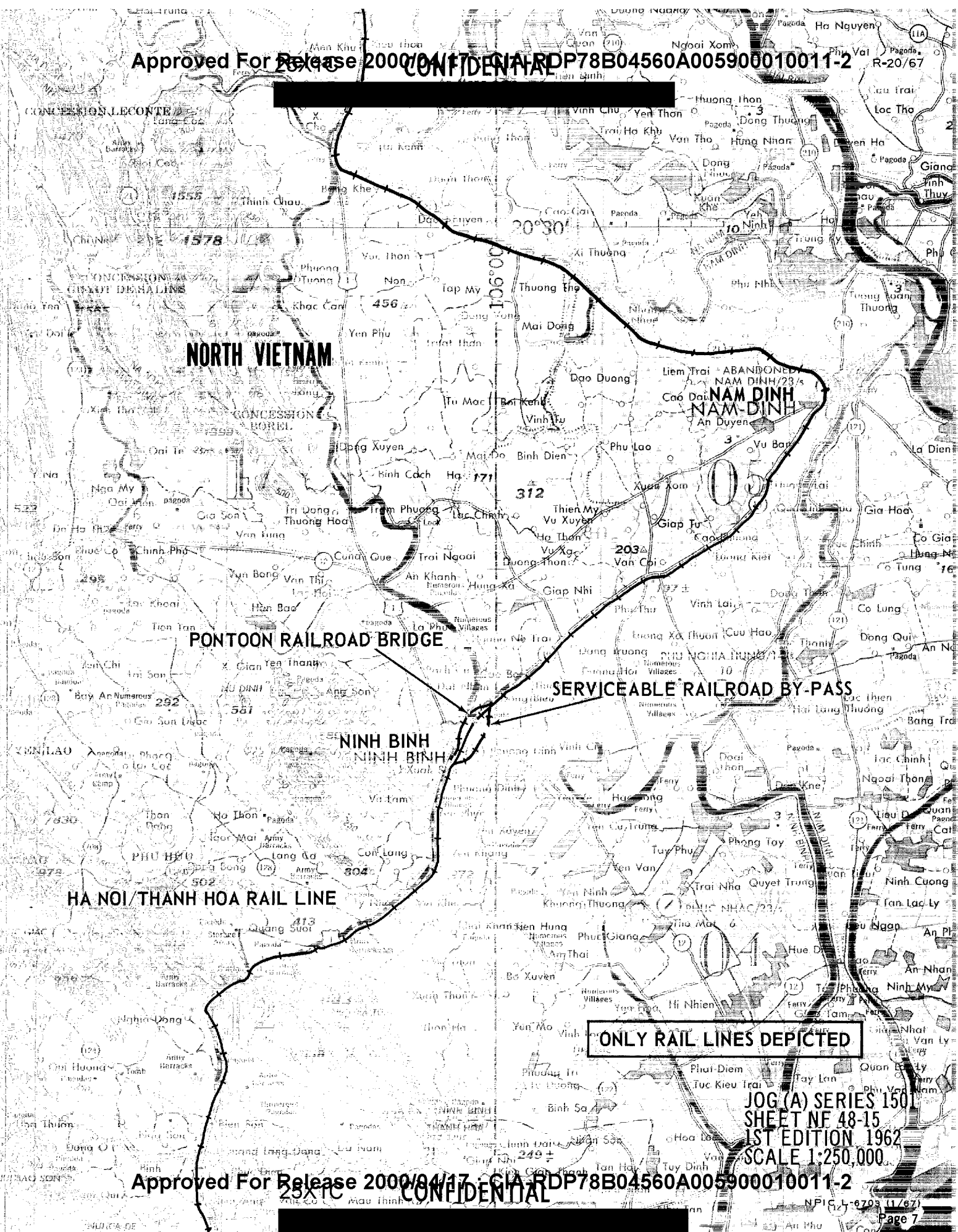
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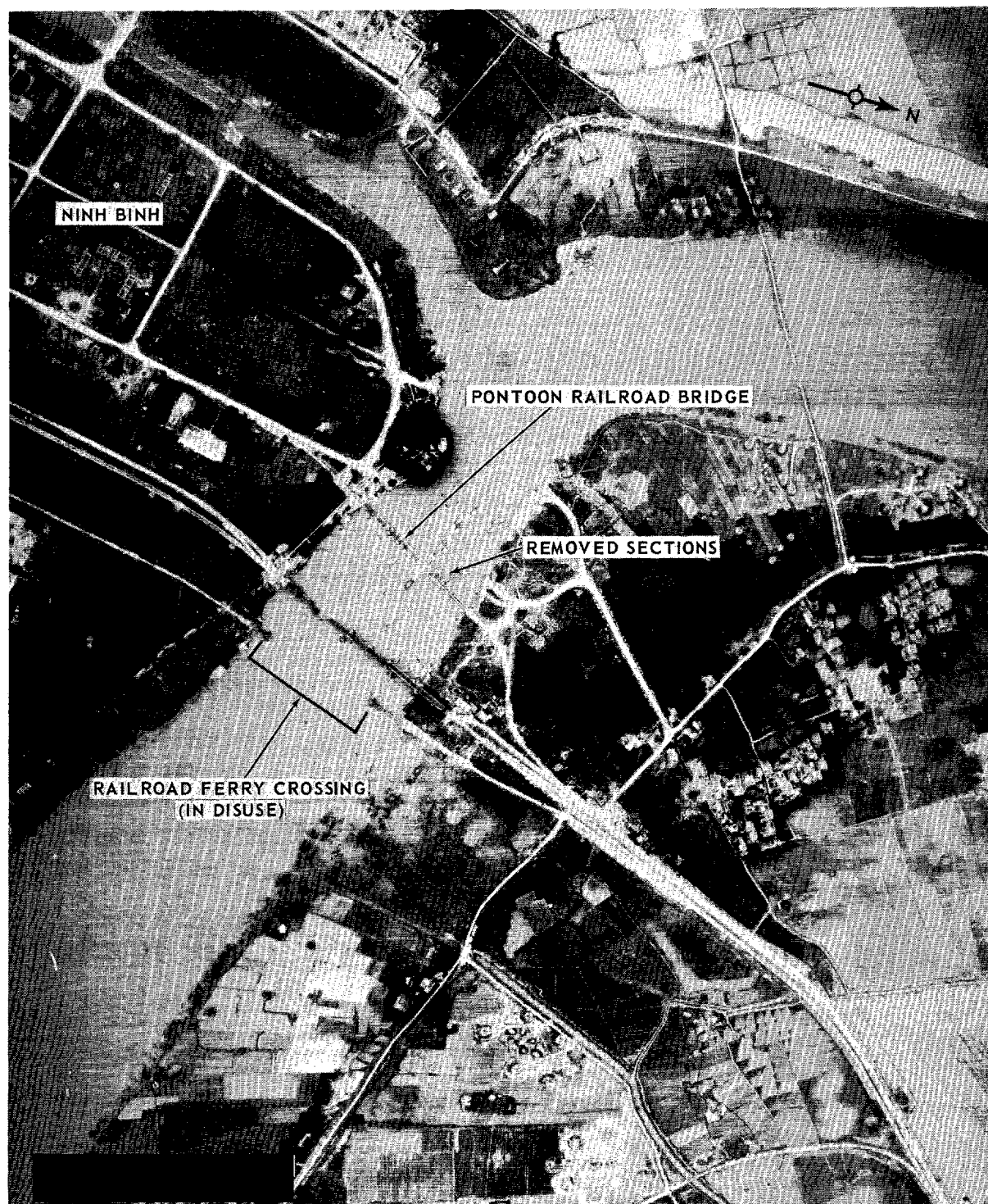
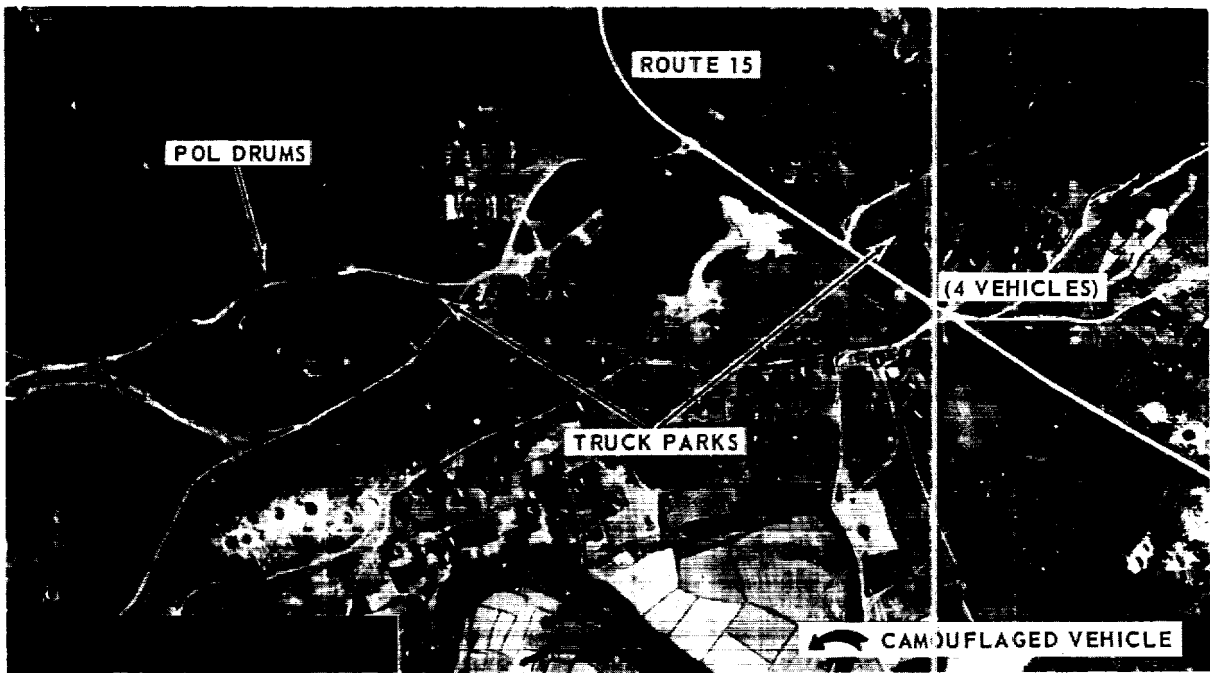


FIGURE 2. PONTON RAILROAD BRIDGE, NINH BINH, NORTH VIETNAM

3. Truck Parks, Route 15, North Vietnam

Two truck parks are located near Route 15 in the vicinity of Dong Ha (Figure 3). One facility, located at 18-00N 105-50E, consists of 16 parking slots with four occupied by vehicles and one containing at least 12 POL drums. The other facility, located at 17-59N 105-50E, consists of 12 parking slots with four occupied by vehicles. An additional truck park near Xom Ca Trang at 17-56N 105-49E, previously reported in Summary 18, Item 4, now contains 22 parking slots with three occupied by vehicles. All vehicles are apparently camouflaged cargo trucks.

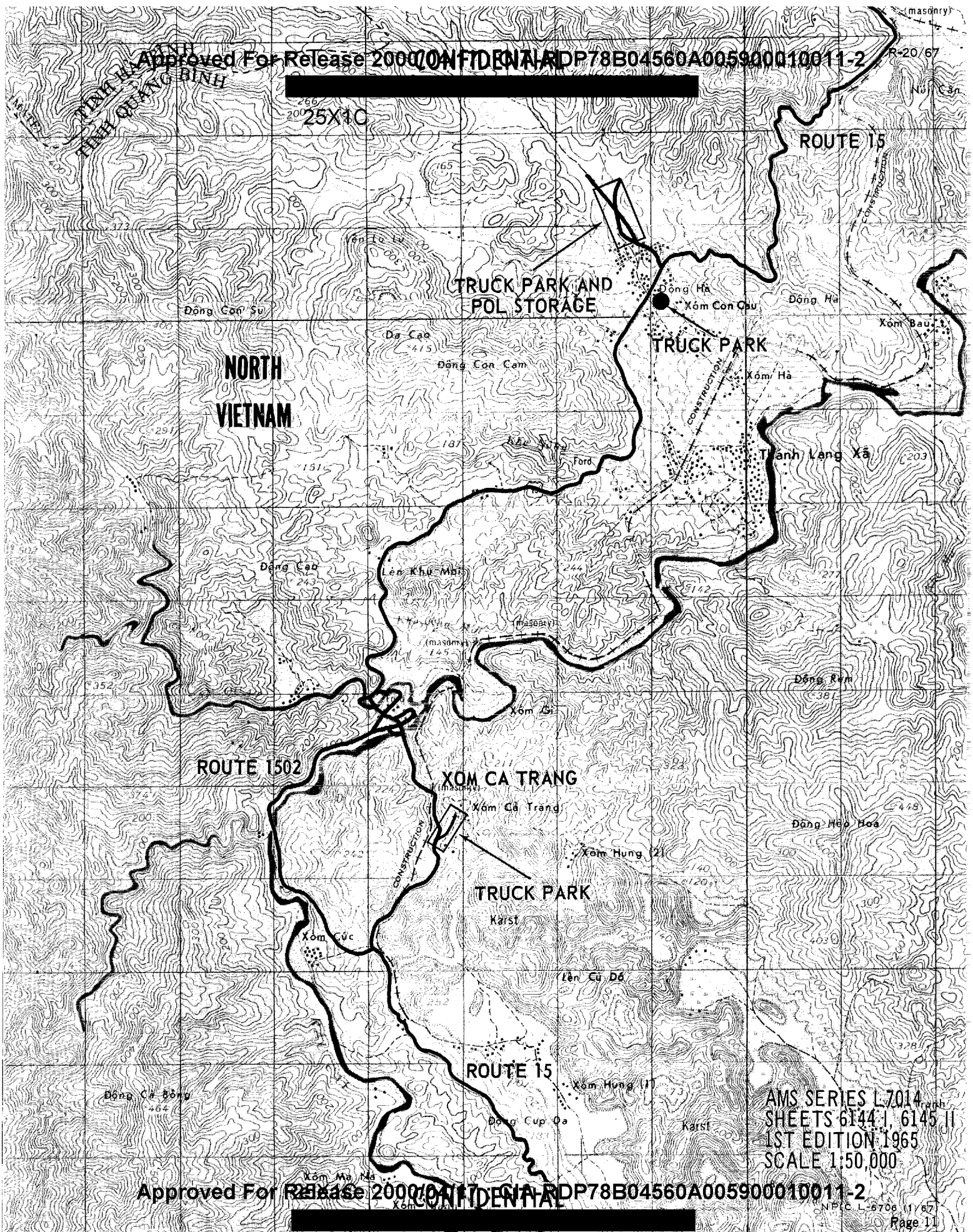
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FIGURE 3. TRUCK PARKS, ROUTE 15, NORTH VIETNAM

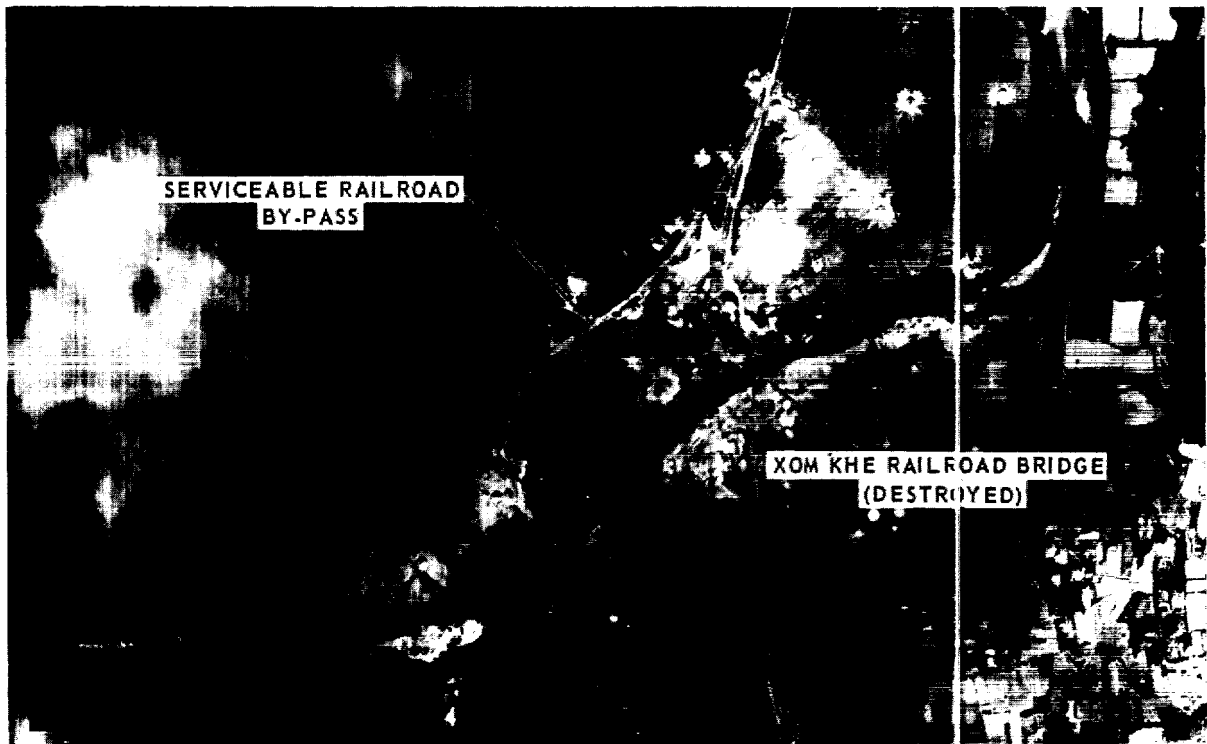
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4. Railroad By-pass, Xom Khe Area, North Vietnam

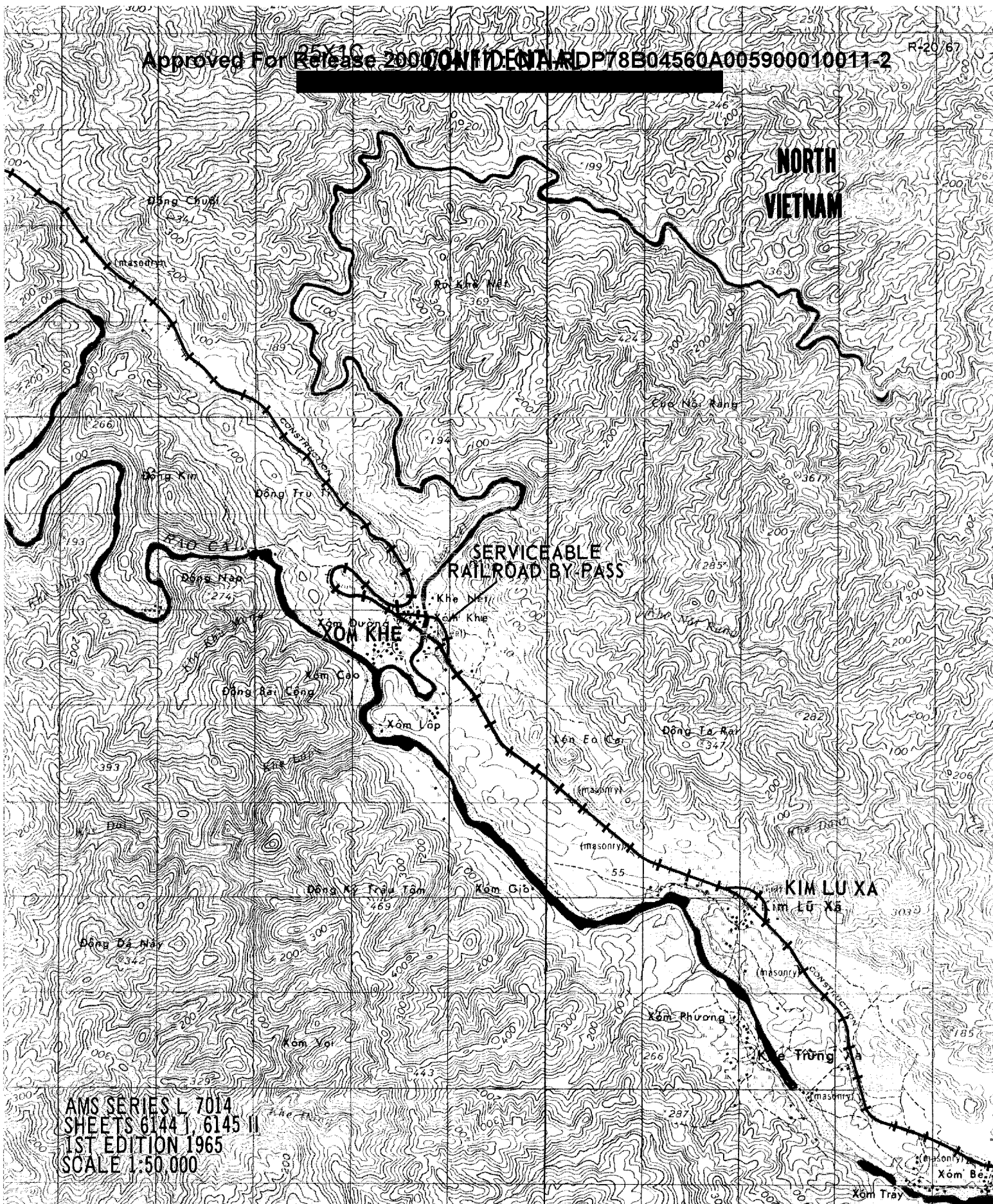
25X1A The railroad by-pass around the destroyed Xom Khe Railroad Bridge over the Khe Net [REDACTED] at 17-58N 105-55E on the Vinh/Dong Hoi Rail Line is now complete and serviceable (Figure 4). The by-pass bridge, located north of the destroyed bridge at UTM WE987879, consists of an undetermined number of deck sections on wooden A-frame supports. The cable tramway adjacent to the destroyed bridge remains serviceable (Summary 21, Figure 13).

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FIGURE 4. RAILROAD BY-PASS, VINH/DONG HOI RAIL LINE, NORTH VIETNAM



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5. Alternate Road Segment, Route 911, Laos

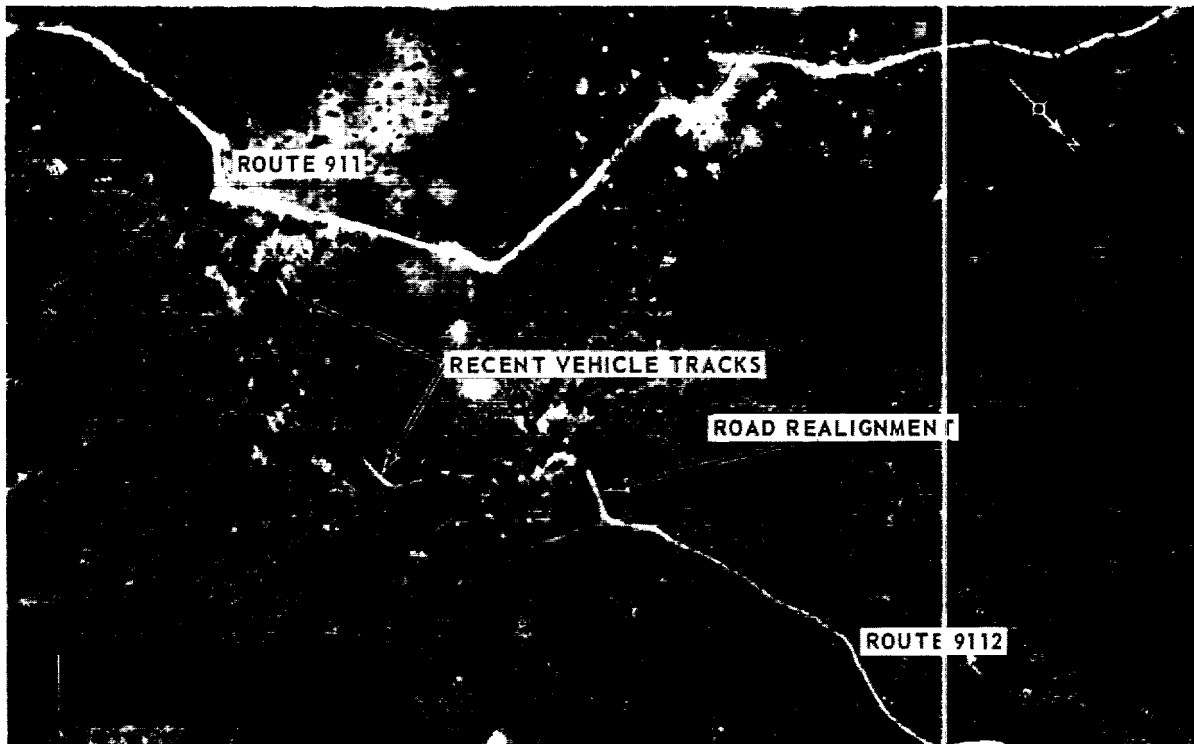
An alternate road segment extends from Route 911 at 17-03N 105-57E, near the junction of Routes 911 and 912, south to Route 911 at 17-01N 105-57E (Figure 6). This alternate by-passes two checkpoints at UTM XD027837 and UTM XD020850.

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6. Reactivated Road, Route 9112, Laos

Route 9112 has been reactivated and shows evidence of moderate use from the southern junction with Route 911 at 16-57N 105-57E north to the end of photographic coverage at 17-01N 105-57E (Figure 5). Although the northern 0.2-nm segment was not observed, the entire route is probably open. The checkpoint on Route 911 at 17-00N 105-54E is temporarily unserviceable.

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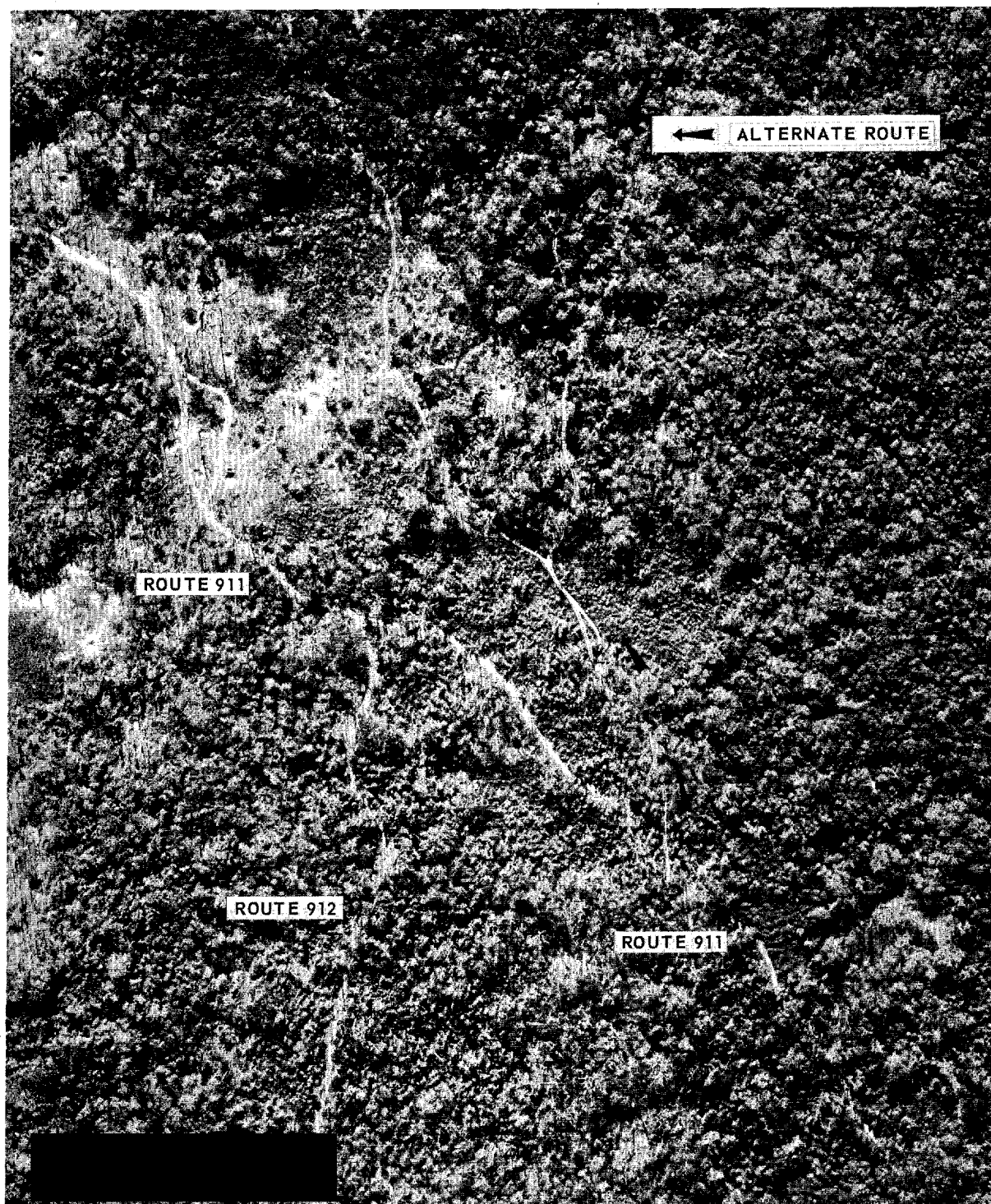
FIGURE 5. ROAD REACTIVATION, ROUTE 9112, LAOS

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FIGURE 6. ALTERNATE ROAD SEGMENT, ROUTE 911, LAOS

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7. New By-pass Road, Route 911, Laos

A new by-pass showing evidence of moderate use is located on Route 911 near Ban Sop Khom, extending from 16-35N 106-01E to 16-52N 106-01E (Figure 7). The new road by-passes the chokepoint at UTM XD088668, where Route 911 and the first by-pass (Summary 27, Item 3 and Summary 29, Item 6) are periodically rendered unserviceable by air strikes.

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8. Transloading Operation, Route 914 Area, Laos

25X1D A transloading operation was observed in process at an alternate Route 914 crossing over the Se Bang Hiang (river) on night photography of [REDACTED] (Figure 9). A pirogue was moored to each river bank at 16-38N 106-12E (UTM XD282405 and UTM XD284403), adjacent to a cargo truck which had been backed to the river's edge. Unidentified material was observed on the southern bank and an additional truck was located approximately 450 yards south of the river on Route 914. A motorized pontoon ferry was proceeding upstream, approximately 200 yards north of the easternmost river crossing (Figure 8).

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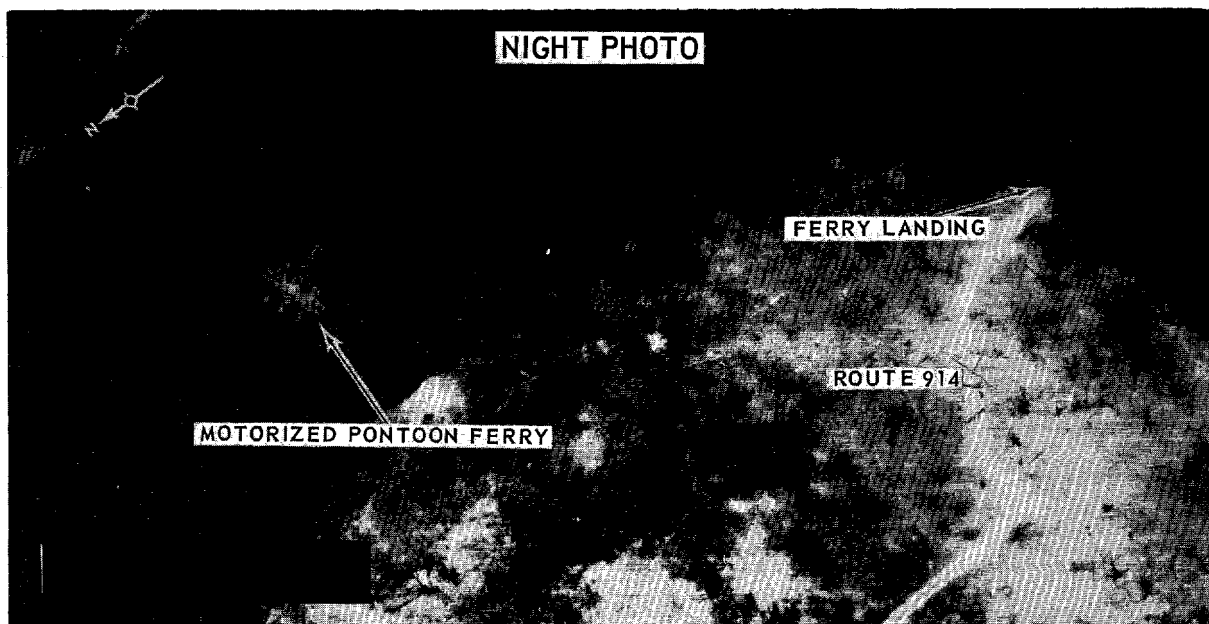


FIGURE 8. MOTORIZED PONTOON FERRY, SE BANG HIANG (RIVER), LAOS

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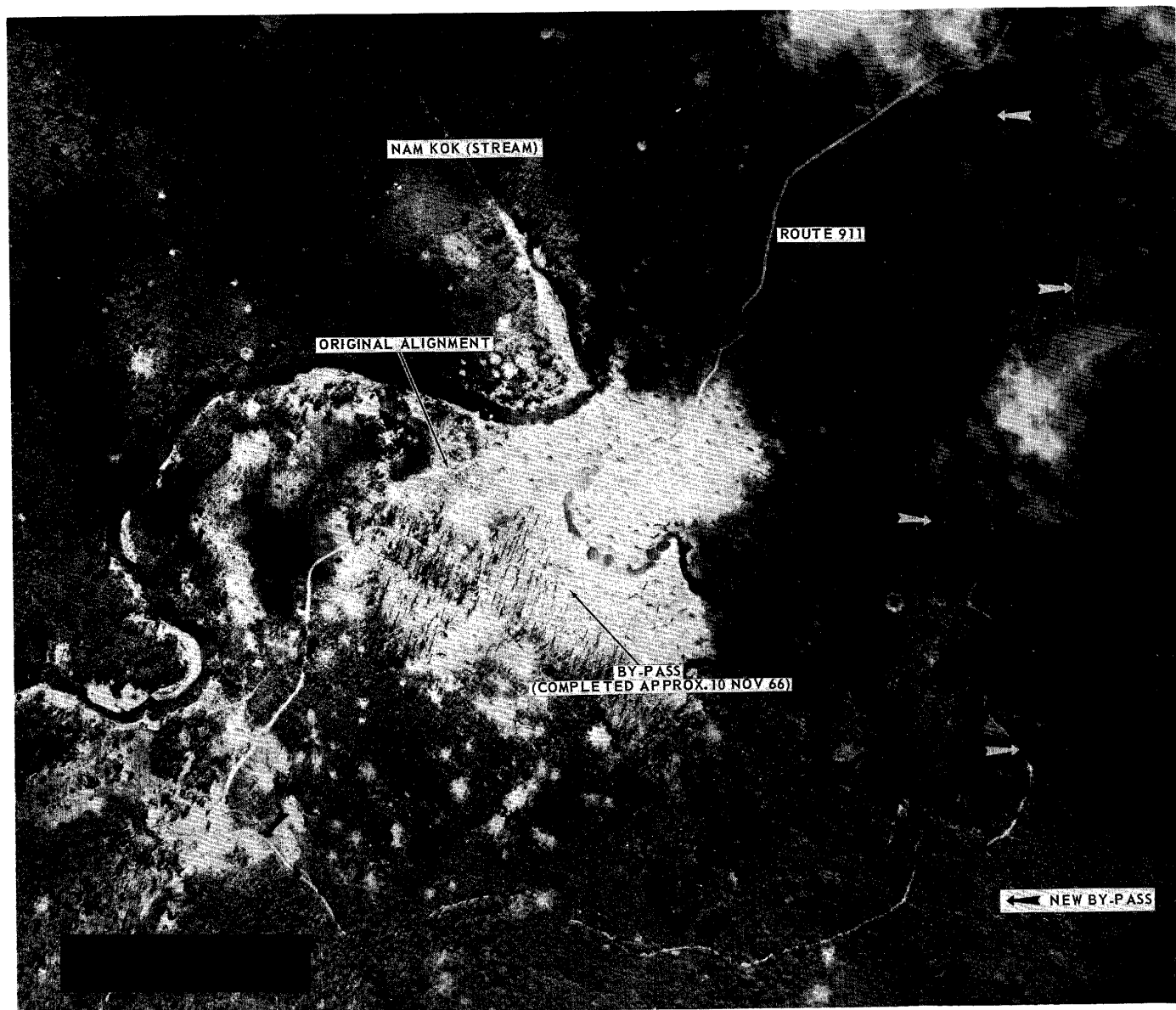


FIGURE 7. NEW BY-PASS ROAD, ROUTE 911, BAN SOP KHOM AREA, LAOS

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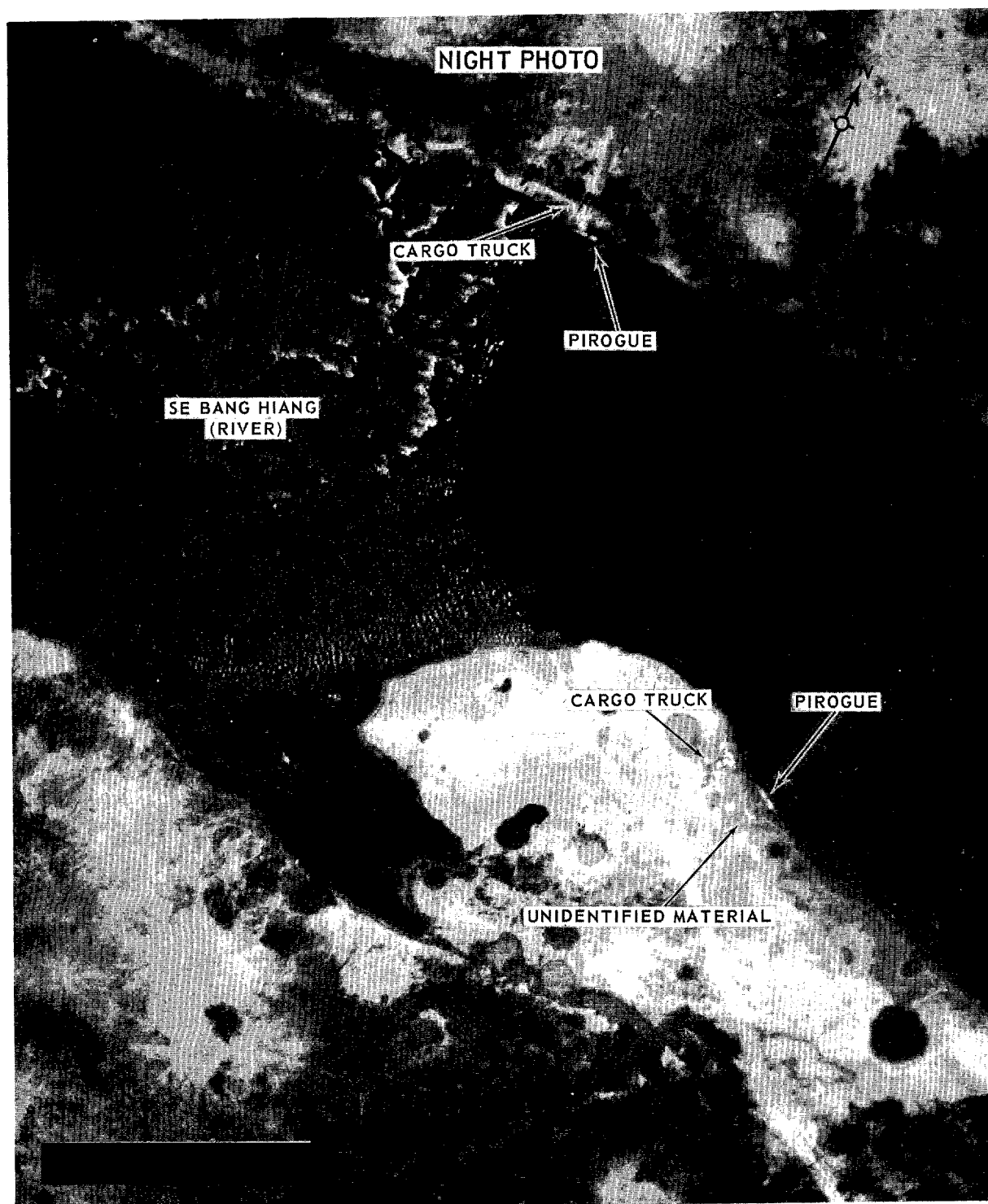
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FIGURE 9. TRANSLOADING OPERATION, ROUTE 914 AREA, LAOS

9. Probable Supply Route, Southern Laotian Panhandle

The water-borne supply route on the Se Kong (river) between Ban Bac at 15-50N 106-46E and the western terminus of Route 964 at 15-30N 106-48E has probably been reactivated. Route 924 is serviceable and in use to the Se Kong with the exception of landslides at UTM XC887523. The roadbed has been partially repaired and/or reconstructed in this area, and a well used footpath connects the motorable segments of the road (Figure 10). There are no navigational obstructions on the Se Kong between Routes 924 and 964 due to the current high water level of the river.

Construction of Route 964 was first observed in [REDACTED] and although initial clearing was generally complete along the entire alignment before the monsoon season, no evidence of vehicular activity was observed during this period. Route 964 is now extremely active from the end of photographic coverage at 15-28N 106-50E to the western terminus of the road at 15-29N 106-48E (Figure 12). In the vicinity of UTM XC945138, the road trifurcates into three short service roads leading to probable staging areas (Figure 13). A heavily used trail extends west from these areas to the Se Kong. A lesser used trail extends northwest to a probable support facility located in an abandoned village at UTM XC935151, where two huts are maintained in good repair.

Although Route 92 is in disuse south of the junction with Route 924, the road is being repaired in the vicinity of landslides at UTM XC903536 (Figure 11). Route 923 is serviceable, with possibly limited use, but the level of vehicular activity is negligible compared to activity on Routes 924 and 964.

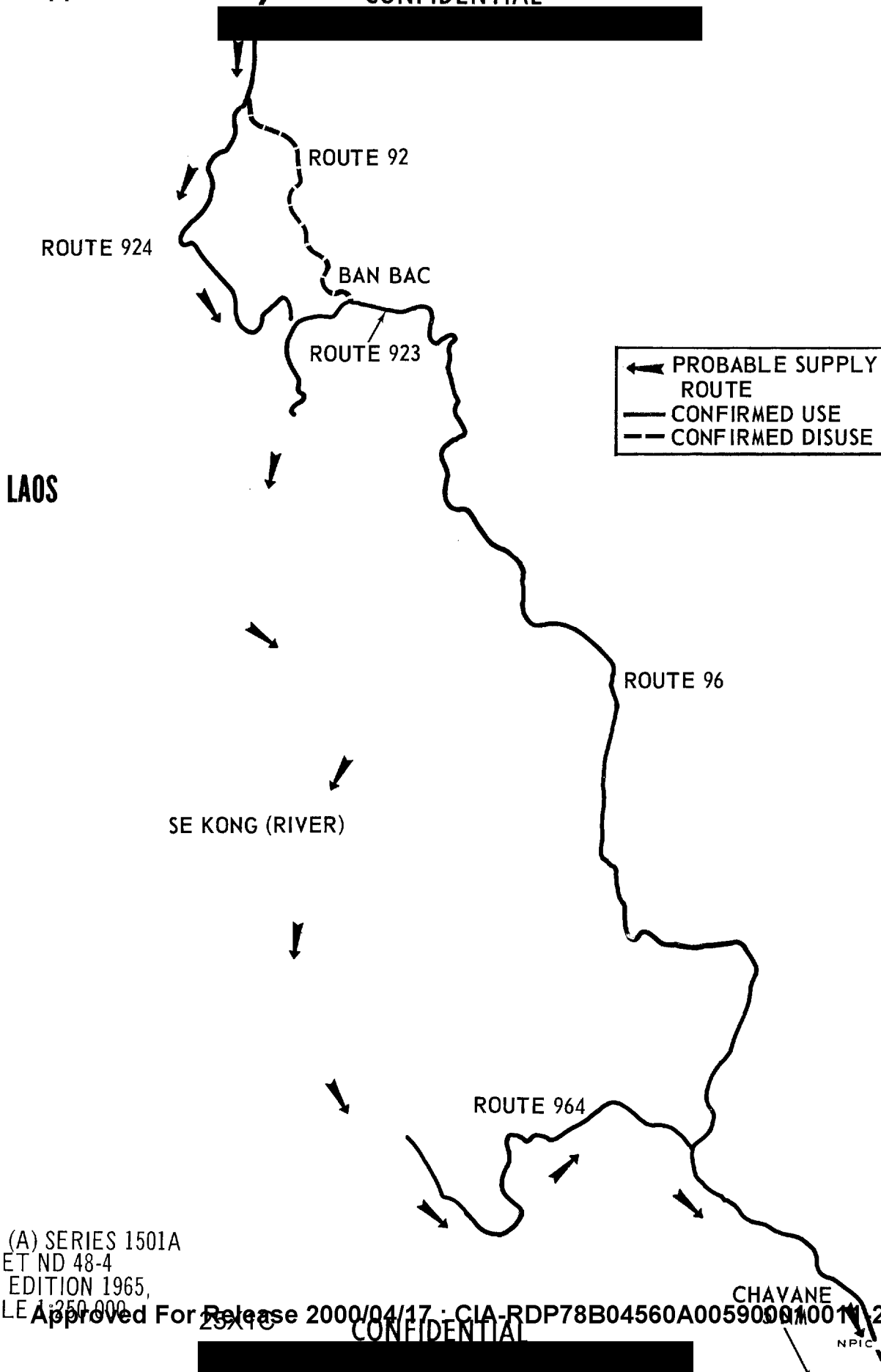
Prior to the construction of the road network south of the Ban Bac area, this segment of the Se Kong was used as a water-borne supply route in [REDACTED]. At that time, the water level of the river necessitated the construction of channels and portages at six rapids, and a trail extended from the southern extremity of this river segment to the Chavane area. The water-borne route is now used to by-pass and/or supplement the corresponding segment of Route 96.

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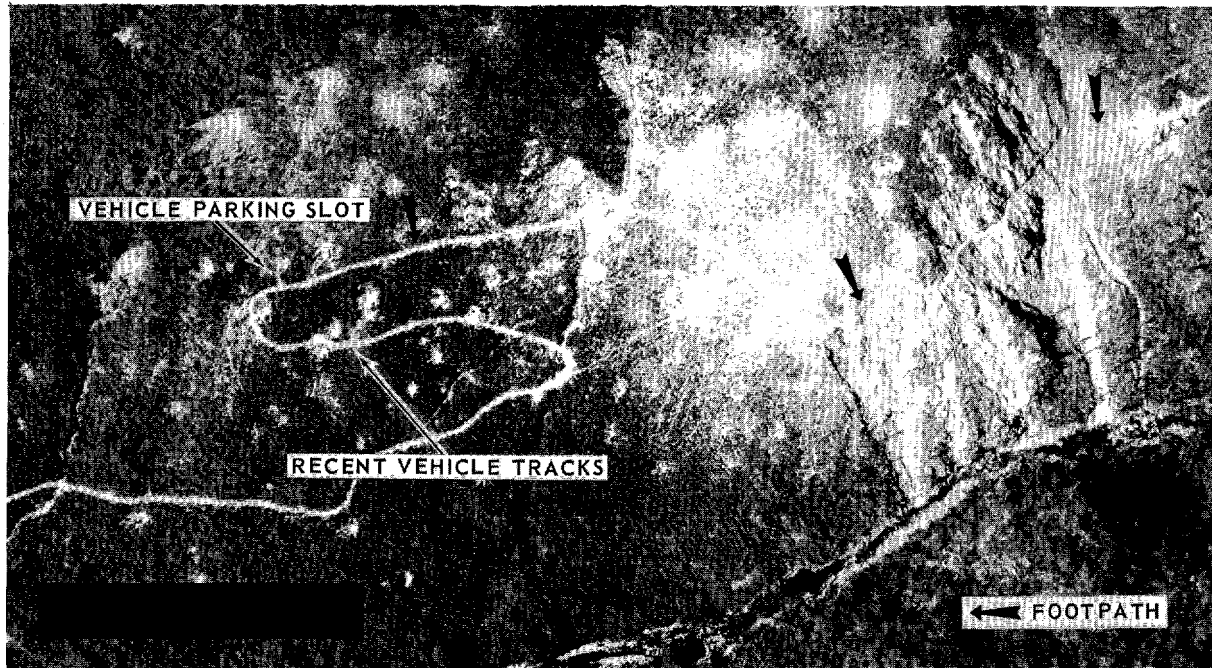


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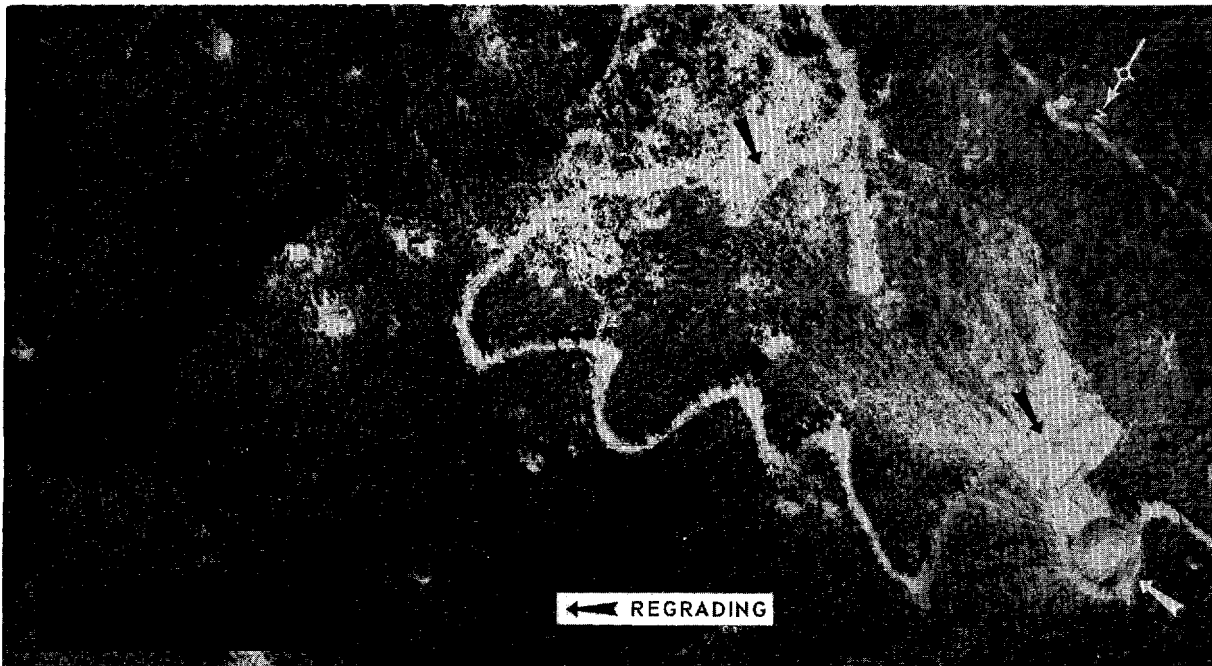
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FIGURE 10. ROAD STATUS, ROUTE 924, LAOS



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FIGURE 11. ROAD STATUS, ROUTE 92, BAN BAC AREA, LAOS



FIGURE 12. ROAD STATUS, ROUTE 964, LAOS

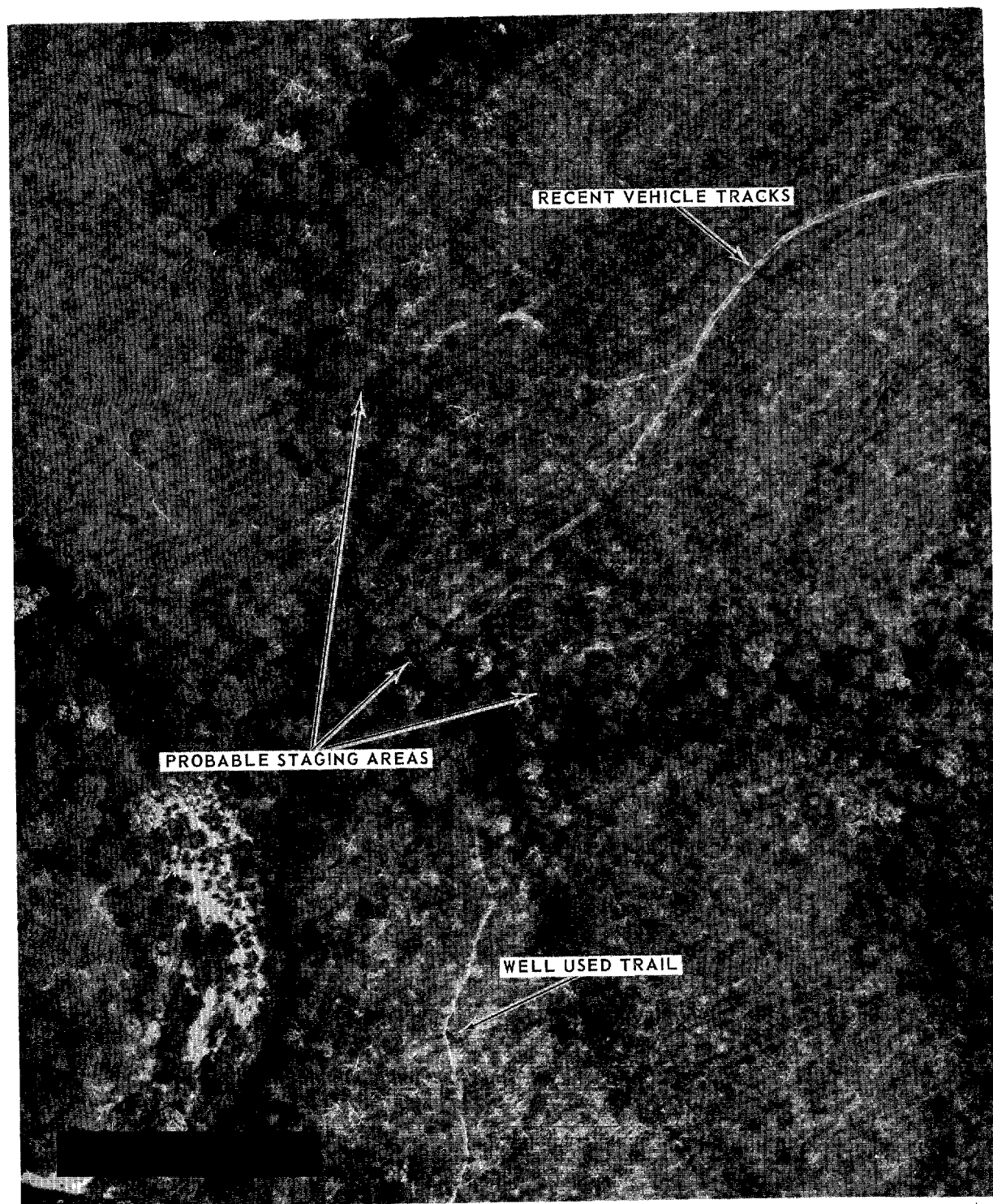
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FIGURE 13. MOTORABLE TERMINUS OF ROUTE 964, LAOS

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